

OBSTRUCTION DATA SHEET

**ODS 5213
GOGEBIC COUNTY AIRPORT
IRONWOOD, MICHIGAN**

DIGITIZED FROM

**OC 5213
SURVEYED SEPTEMBER 1990
6TH EDITION**



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OBSTRUCTION DATA SHEET

The Obstruction Data Sheet (ODS) provides digital obstruction and runway data for use in aircraft arrival and departure planning. This information has been obtained using field survey and photogrammetric methods by the Photogrammetry Branch of the National Ocean Service in accordance with Federal Aviation Regulations Part 77 (FAR-77), "Objects Affecting Navigable Airspace" and FAA Nr. 405, "Specifications - Airport Obstruction Chart and Related Products."

The ODS is a derivative of the Airport Obstruction Chart (OC). The source OC is indicated on the ODS cover. All objects, both obstructing and nonobstructing, that carry an elevation on the OC are listed in the ODS. The ODS (and OC) depict a representation of objects that existed at the time of the OC field survey.

ODS information is arranged as follows:

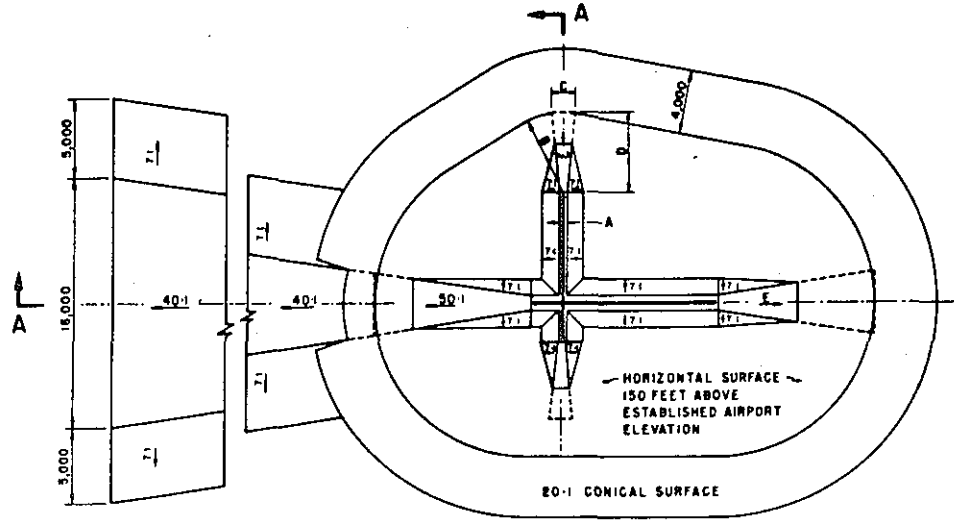
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the physical end and threshold of Runway 9R. Objects in the Runway 27L approach or primary are listed with Runway 27L. (Objects in the common 9R/27L primary area are listed with both runways.)
2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows (see footnote 2 on page 3):

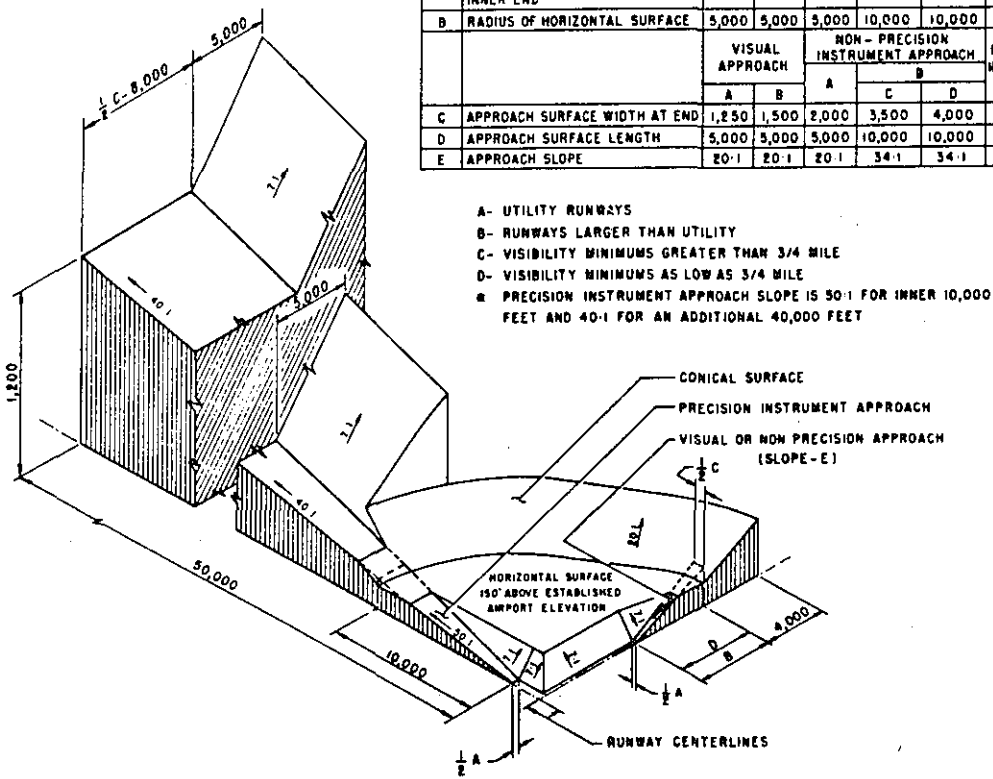
A(V) Utility runway - visual approach only
 A(NP) Utility runway - nonprecision instrument approach
 B(V) Nonutility runway - visual approach only
 C Nonutility runway - nonprecision instrument approach with
 visibility minimums greater than 3/4 mile
 D Nonutility runway - nonprecision instrument approach with
 visibility minimums as low as 3/4 mile
 PIR Precision instrument runway
 SUPLC ... Supplemental C underlying a B(V)

FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	C	D	
D	APPROACH SURFACE LENGTH	1,250	1,500	2,000	3,500	4,000	16,000
E	APPROACH SLOPE	50:1	20:1	20:1	34:1	34:1	0



- A- UTILITY RUNWAYS
- B- RUNWAYS LARGER THAN UTILITY
- C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
- D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
- * PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

ISOMETRIC VIEW OF SECTION A-A

FAR-77 CIVIL AIRPORT
IMAGINARY SURFACES

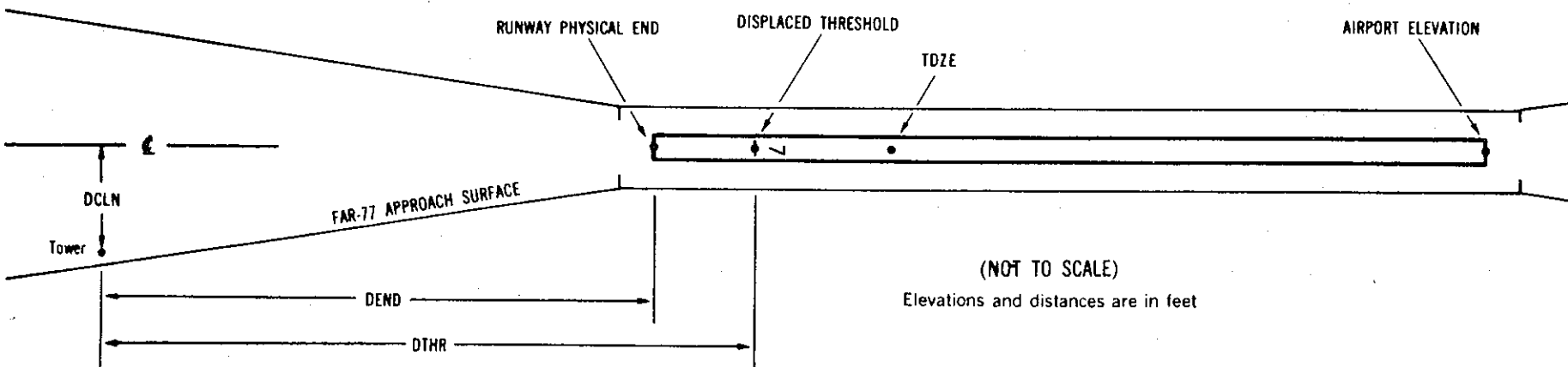
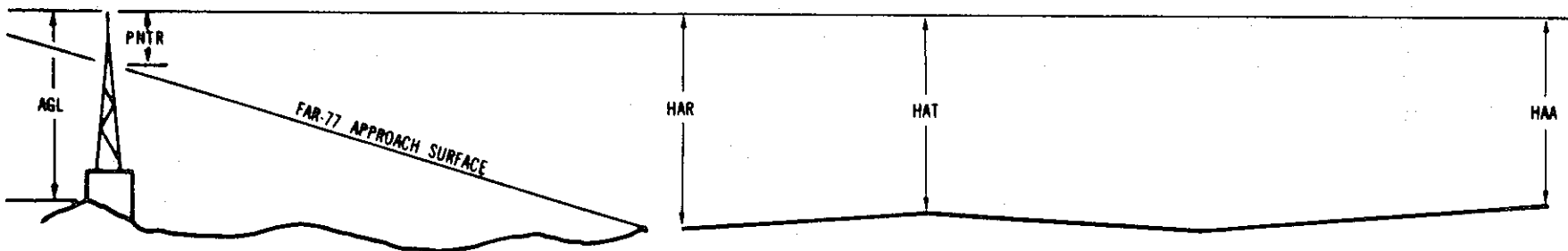
ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

x¹ x² XXXX/XXXX³ XXXXXX.XXX⁴ XXXXXXXX.XXX⁴ XXXXXXXX⁵ XXXX/XXXX⁶ XXXXXX.XXX⁷ XXXXXXXX.XXX⁷

OBJECT	LAT	LONG	A ⁸	ELEV ⁹	AGL ¹⁰	HAR ¹¹	HAT ¹¹	HAA ¹¹	DEND ¹²	DTHR ¹²	DCLN ¹²	PNTR ¹³
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX



(NOT TO SCALE)
Elevations and distances are in feet

EXPLANATION OF FOOTNOTES

- ¹ Data block identifier. If a runway number is entered (reference runway), this data block will contain data pertinent to the reference runway and to objects in the FAR-77 approach and primary area of the reference runway. If ARP is entered, this data block will contain the ARP position and data relative to all objects not in an FAR-77 approach or primary area.
- ² For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)
- ³ Reference runway approach physical end elevation/touchdown zone elevation
- ⁴ Latitude and longitude of reference runway approach physical end
- ⁵ Reference runway geodetic azimuth reckoned clockwise from south
- ⁶ Reference runway displaced threshold elevation/touchdown zone elevation
- ⁷ Latitude and longitude of reference runway displaced threshold
- ⁸ Accuracy Code: Horizontal Vertical
- | | |
|--------|--------|
| 1 = 20 | A = 2 |
| 2 = 40 | B = 5 |
| | C = 20 |
- ⁹ Mean Sea Level (MSL) elevation at top of object. This value includes 15 feet added to noninterstate roads, 17 feet added to interstate roads, and 23 feet added to railroad tracks.
- ¹⁰ Height above ground level (AGL). AGLs are provided only for those objects appearing on the OC that are equal to, or greater than, 200 feet AGL. AGL accuracy is ± 10 feet.
- ¹¹ HAA - Height above airport
 HAR - Height above reference runway approach physical end
 HAT - Height above reference runway touchdown zone elevation
- ¹² DEND - Distance along reference runway centerline from point perpendicular to object to reference runway approach physical end
 DTHR - Distance along reference runway centerline from point perpendicular to object to reference runway threshold
 DCLN - Distance left (L) or right (R) of reference runway centerline as observed facing forward in a landing aircraft.
- A negative value for DEND or DTHR indicates object is in primary area on roll-out side of zero distance point.
- ¹³ PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

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AIRPORT ELEVATION 1230

9 C 1223/1230 463139.232N 0900838.873W 2701134

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	463143.91	0900702.89	1A	1238		15	8	8	-6709		497L	8
TREE	463143.88	0900705.01	1A	1242		19	12	12	-6561		494L	12
OL ON GLIDE SLOPE	463142.50	0900720.85	1A	1272		49	42	42	-5454		350L	42
TREE	463143.91	0900727.14	1A	1236		13	6	6	-5014		492L	6
TREE	463143.08	0900746.24	1A	1240		17	10	10	-3679		402L	10
TREE	463143.02	0900812.93	1A	1249		26	19	19	-1813		390L	20
TREE	463143.79	0900820.24	1A	1242		19	12	12	-1301		466L	14
TREE	463143.27	0900829.32	1A	1243		20	13	13	-666		411L	17
BUSH	463135.18	0900842.71	1A	1227		4	-3	-3	267		411R	2
TREE	463136.27	0900852.06	1A	1238		15	8	8	921		304R	-6
TREE	463133.53	0900919.19	1A	1304		81	74	74	2817		587R	4

27 PIR 1230/1230 463139.006N 09007 5.913W 0901241

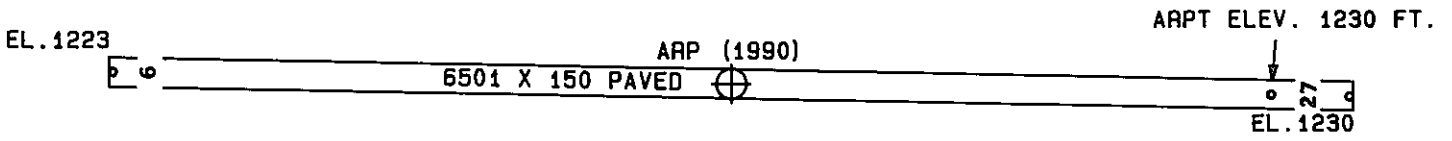
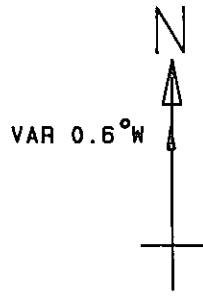
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
TREE	463143.27	0900829.32	1A	1243		13	13	13	-5834		411R	17
TREE	463143.79	0900820.24	1A	1242		12	12	12	-5199		466R	14
TREE	463143.02	0900812.93	1A	1249		19	19	19	-4688		390R	20
TREE	463143.08	0900746.24	1A	1240		10	10	10	-2821		402R	10
TREE	463143.91	0900727.14	1A	1236		6	6	6	-1486		492R	6
OL ON GLIDE SLOPE	463142.50	0900720.85	1A	1272		42	42	42	-1046		350R	42
TREE	463143.88	0900705.01	1A	1242		12	12	12	61		494R	12
TREE	463143.91	0900702.89	1A	1238		8	8	8	209		497R	8
TREE	463144.36	0900659.24	1A	1244		14	14	14	464		545R	9
TREE	463144.22	0900650.33	1A	1249		19	19	19	1087		532R	1
ROAD (N)	463138.91	0900649.66	1A	1233		3	3	3	1137		5L	-16
TREE	463138.37	0900640.65	1A	1252		22	22	22	1767		58L	-9
TREE	463134.09	0900600.47	1A	1318		88	88	88	4578		480L	1

OC5213

AIRPORT ELEVATION 1230

ARP 463139.122N 0900752.393W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
TREE	463144.88	0900801.56	1A	1252		22	312 54	866
ANTENNA ON BUILDING	463129.23	0900805.53	1A	1274		44	223 7	1359
TREE	463133.32	0900729.51	1A	1251		21	110 46	1705
TREE	463130.10	0900820.41	1A	1298		68	245 36	2162
TREE	463145.47	0900722.24	1A	1248		18	73 38	2204
TREE	463133.25	0900829.01	1A	1244		14	257 31	2628
TREE	463127.44	0900718.33	1A	1314		84	117 1	2660
TREE	463129.16	0900827.86	1A	1310		80	248 28	2678
TREE	463145.04	0900714.95	1A	1249		19	77 42	2686
TREE	463128.81	0900713.81	1A	1303		73	111 45	2893
TREE	463131.87	0900711.99	1A	1262		32	105 11	2919
TREE	463132.52	0900834.74	1A	1261		31	257 52	3036
TREE	463130.34	0900837.31	1A	1296		66	254 48	3264
TREE	463132.99	0900839.93	1A	1254		24	260 2	3382
TREE	463131.20	0900655.62	1A	1260		30	102 1	4050
TREE	463148.70	0900906.65	1A	1283		53	281 11	5282
TREE	463017.87	0900748.38	1B	1664		434	178 39	8236
TREE	463238.76	0901000.05	1B	1402		172	304 43	10778
TREE	463256.92	0901003.05	1B	1396		166	311 24	12065
TREE	463011.68	0900543.82	2C	1686		456	135 10	12623
TREE	462954.50	0900610.80	2C	1720		490	146 45	12760
TREE	462923.83	0900639.31	2C	1789		559	160 8	14628
FLOODLIGHT ON SKI JUMP	462922.09	0900644.59	2C	1793		563	161 44	14670



TOUCHDOWN ZONE RUNWAY ELEVATION	
9	1230
27	1230

GOGEBIC COUNTY AIRPORT
IRONWOOD, MICHIGAN
(NOT TO SCALE)